VOL. LIX.-NO. 96.

NEW YORK, SATURDAY, DECEMBER 5, 1891.

TWENTY PROBABLY LOST.

WELVE CANAL BOATS SINK IN HAY. KRSTRAW BAY IN THE STORM.

There Were Sixty Men on Board the Tow and Only Thirty Reached Shore Up to Midnight-The Tug Compelled to Put About and the Boats Piled Up on Ruch Other and West Down.

HAVESTRAW, Dec. 4.-Twelve barges loaded with brick, including the Irone, Capt. James Kennedy; Dolson, Pat Cahill; Louise, Capt. A. Bradbury: Lizzie, J. Bradbury: Lizzie and Louise, Christie Ray; Brennan, James G. Scott, and Ellen C. McGuire were being towed by the Cornell Towing Company's steamboat Townsend down the Hudson to-night. When opposite Croton Point they were upset by

The time was 9 o'clock, and about twenty persons are thought to be drowned. It is thought that these boats were in the fleet: Ellen C. McGuire, Capt. G. Larkin; Mary G. Burns, Capt. Will Dewitt: Blackstone, and Yellowstone from Tomkins Cove. The twenty who are supposed to be lost were on the barges Irene. Dodson. Louise, Lizzie and Louise. They include Capts. Kennedy, Cahill. Bradbury, Foley. Brennan, J. Freeman, James G. Scott, and

When off Croton Point the swash of the river was so great the tug was compelled to come about. This compelled the barges to bunt each other, and they upset. Twelve boats went down. There were five

men to each boat, and only thirty men have reached shore The cause of the accident is attributed to the carelessness of the pilot of the tug. W. Curran, a boat hand on the Louise, who has just arrived dripping wet from his swim ashore.

We were playing the concerting in the cabin at the time the accident occurred. I ran on deck only to see one scow run on top of the

The boats did not sink, but toppled over. Upon each barge were five men making sixty in all and of these only thirty men have come

Tues are now searching the river in the hope of saving any who may have clung to the bottom of the capsized boats. Little hope is entertained as to the safety of the remainder

ALBANY, Dec. 4 .- The storm played havoc with the telegraph lines centring here, and also came near causing an accident on the Hudson Biver Railroad, near Garrison's, where the express leaving New York at 4:50 o'clock ran into a broken telegraph pole leaning over the track. The train was running fifty miles as hour. The cab of the locometive was knocked off and all the ventilators were stripped from the coaches.

No one was injured. Among the passengers was the wife of ex-Gov. Cornell. The engineer and fireman stuck to their post and came to

and fireman stuck to their post and came to Albany with nothing to protect them from the storm. When the passengers learned of it they made up a pures for them.

Carlingle, Fa., Dec. 4.—The fiercest storm of wind and rain experienced in the Cumberland Valley for several brears swept through it this alternoon, doing damage to property to the extent of at least \$200,000. Throughout the alternoon rain fell in torrents and the streets were flooded. Roots were blown from scores of buildings and several places were blown form down. In Mechanicaburg the storm took on the strength of a torrado and blew down fitteen houses, among them being the National Hotel, Mathodist shurels and adolaise buildings. In sitteenty-two buildings were samaged and the loss is estimated at \$75,000. Several persons wiredinjured from Mying timbers. In Waynesboro the Landis Tool Works were partially wrecked. The Webster schoolhouse was completely demolished, and in the country, in the upper end of this valley, valuable barns and crops were destroyed. No lives are yet reported jost. Wilkerbarner, Dec. 4.—A mighty rain and

whole day, Telephone and to be a badly tangled.
Whitz Haven, Pa., Dec. 4.—At Stony Creek the storm caused large land slides.
One of the Lohigh Valley's fast freight trains ran into one of the slides and the engine was thrown down a thirty-foot embankment. All the trainmen jumped in time to save their lives.

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ROANGE, Va., Dec. 4.—A heavy wind and rainstorin passed over this city this morning. A brick building being erected for a livery stable was blown down, and L. R. Herring, formerly of Mount Airy, N. C., was killed instantly and a Mr. Lovelace seriously injured. The rainfall was unusually heavy, and the streets and many cellars were flooded.

Grand Fores, N. D., Dec. 4.—A blizzard prevalls throughout this Btate. All railway traffic is impeded. Northern Pacific and Great Northern trains are stuck in snow drifts west and north.

In triling are stated in a superior received here show snow in every town and hamlet. At Stephen a bilizzard is raging and more snow has fallen than at any time in six years. At figration it has been snowing since 1 o'clock on Wednesday night and still continues. At Northington it has been raining continually for fifteen hours.

iffeen hours.

Forest lilvor, N. D., reports a blizzard. At lillsboro the worst blizzard for years is prealling. The same sort of reports come from the Missouri River country. At Bismarck snow has fullen all night with a heavy wind. Much

powe disastrous to herds on the plains. In I wa heavy storms are raging all along the line of the Burlington, both in that State and in Nebraska.

Winnier Dec. 4—The storm continues with mabated vigor to-night. The only train leaving Winnipeg to-day was the Northern Pacific express for St. Paul. All trains en the Canadian Pacific and Great North and Great Northwestern are abandoned. The streets are almost impassable. Serious loss of life is feared as the mercury is dropping. At Deloraine Mrs. John Poddie was found this morning frozen to death, about 500 yards from her home. She was driving home from market and was caught in last night's blizzard. Her two children were also badly frozen.

### CRASH OF POLES AND WIRES. First Avenue Blockaded for More Than

Out of the east there came a great wind with much rain yesterday afternoon just be-fore 5 o'clock. It lashed the East River into foem and as it tore up through the cross streets it caught up loose signs and tiles and such things, and made playthings of them. Between Twenty-sixth and Thirty-ninth streets, on First avenue, it found bigger game. There are no electric subways in First avenue ret, and the two rows of tall poles, each with many cross arms, line each curb, and each was heavily freighted with wires. From Twentyfourth street to Thirty-ninth street the wires o the west side of the avenue were light telegraph and telephone lines, but on the east side the poles were heavier and held a great system of electric light Every pole had ten cross arms, and hey had about seventy wires. Forty or more of these belonged to the East River Ele lighting Company, fifteen or twenty to the Brush company, and half-a-dozen to the Man-

They all carried high-tension currentsthose of the East River company for are lights and the others for incandescent lamps. The wind caught this mass of wires. They ung as it whistled among them, the poles bent over toward the street, recovered a bit, swayed back and forth for a minute, and then the whole line from Twenty-sixth street to

fairty-ninth street went over with a crash,

catching, as in a net, every vehicle that was on the street. Where the break began is hard to tell. That they all went nearly together is certain, for folks in houses along the avenue heard but one crash, and that was a big one, Some thought it was a boller explosion, and others that the gas works at Fortleth street had blown up. There were two poles to a block. They fell directly across the street. Where the taller ones fel they carried their cordon of wires clear to the

opposite curb.

When the big pole at Twenty-sixth street fell there was a flash of vivid lightning from the wires, all sorts of bril-liant colored lights burst from the circuit box at Twenty-ninth street, and danger-fraught flashes of home-made lightning played from wires to street from end to end of the break. The car tracks offer ed the best conducting material in the street, and these became charged with currents which shocked and burned horses and men

who touched them. The last pole that was broken was on the northwest corner of Thirty-ninth street, in tront of McLaughlin & Co.'s liquor store. It fell against the building on the cor ner, smashed the cornice, and broke in the plate glass windows at the corner. There was \$1,000 worth of damage done here Four or five horse cars were caught under the wires, but only one was damaged. Tha was car 23 of the Avenue C and Houston street line. It had thirty persons in it and had go to Thirtieth street when the crash came. The rear hood was crushed down, the dash bent, and Conductor Charles Smith was knocked

Between Thirty-fifth and Thirty-sixth streets two lads were driving a single horse to a top wagon. The wires fell all around and above them, crushing in the top of the wagon. It

wagon. The wires fell all around and above them, crushing in the top of the wagon. It took the neighbors halt an hour to get the boys and horse out.

At Thirty-first street four persons had a narrow escape. They were on truck 1,043. Thomas Richardson, standing on the corner, called to them to jump, just in time for them to escape a pole that crushed down the truck. One of the men crawled out afterward from under the wagon and got his hand burned by touching the car track. Fortunately the hour was not one when many persons or teams had business in that neighborhood.

The only persons who were officially reported as injured were Thomas Belaney of 303 East Forty-sixth street, and an unknown man, who were taken to Bellevue from the corner of Twenty-sixth street. Harris and Delaney were taken to Bellevue from the corner of Twenty-sixth street. Harris and Delaney were knocked from their cart. Delaney and the unknown man were but slightly hurt, and went home after having their wounds dressed. Harris's knee is hurt and he is in the hospital. One life was list, it was that of a horse belonging to Jaco) Dall, piano maker, of Thirtieth street. The polo near Thirtieth street ell across the horse's back. The driver was knocked down and scorehed by the wires.

The street was completely blocked for about three hours. Capt. Hyan got out his reserves. Hook and Ladder Company 7, from Twenty-eighth street sent some men to help, and a force from the street railway company's stables and another from the electric light company's pinces combined with volunteers to clear away the obstructions. After the wires were cut and the tracherous lights stopped making fireworks down the street the work progressed rapidly.

The accident left a large number of persons on the east side up town without electric lights and crippled the East River Company badly. About two-thirds of their service was cut off. Since no permits can be got to string overhead wires, it is uncertain when the servimened wires, it is uncertain when the service can be renewed

wires, it is a second of the total loss of the second of t

throughout the city, and particularly in West street and Thirteenth avenue, in which many wires are strung.

Wind and tide together proved too much for a tow of spiles that was going down the North River resterday afternoon, and a part of the spiles were detached and driven ashors, much to the inconvenience of some of the ferries. A raft compretely filled the sip of the Barciay street ferry between 5 and 6 o'clock, all traffic being suspended for more than an hour. Feople who live in Hoboken usually flock to the boats about that hour, and it took three pollemen to keep the crowd off the bridge. It was impossible to close the gates. The Hoboken people had to go up to Twenty-third street. The tugboats worked bysily clearing away the blockade, and the 5:50 boat was enabled to leave by 1:45.

There was trouble, too, at the Erie and Weehawken ferries, but it was of short duration.

upper end of this valley, valuable barns and crops were destroyed. No lives are yet reported lost.

WILKEBBARRE, Dec. 4.—A mighty rain and while storm sweet over the Wyoming Valley to-day, doing great damage in outlying districts. The storm began at 3 o'clock this morning, and from that time until 5 o'clock in the evening the rain came down in sheets. The Susquenanna River has risen three feet, and is still rising, and it is feared that traffic with west aide towns will be cut off. Many streets in Wilkesbarre have been under water the whole day. Telephone and telegraph wires are badly tangled.

West's HAVEN, Pa., Dec. 4.—At Stony Creek the storm caused large land slides.

One of the Lohigh Valley's fast freight trains ran into one of the slides and the engine was trouble, too, at the Erie and Weenhawken forries, but it was of short duration.

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The raft was deposited by the tugs at the cost of Harrison street.

Beven months ago the upper part of the sone time was known as the Sallors' Exone time was known as the Sallors' Exone time was wrecked by fire. Since the fire the walls have been standing. At the walls have been standing. At the storm caused large land slides.

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An alarm of fire was sent out. There was an alarm of fire was sent out. There was an alarm of fire was sent out.

was in the room through the ceiling of which the bricks crashed. A piece of mortar cut her nose.

An alarm of fire was sent out. There was nothing for the firemen to do, for the people got out of the house on the double quick, Chief Bonner ordered the people out of 191 Cherry street. The families who lived in both houses spent the night with friends. It is supposed that the heavy rain loosened the mortar of the part of the wall that fell and that the high wind toppled it over. The people of the neighborhood said that some weeks ago they complained that the walls were liable to fall. Three weeks ago Mickey Sliney, whom the police accuse of killing Bob Lyons, began to remove the debris from the burned building. A few days later a Brooklyn contractor succeeded him.

The storm was not unexpected. Farmer Dunn had it in his prophetic vision on Thursday, as The Sun said yesterday. It was born west of the Mississippi.

The city began to feel the influence of its approach about 1 o'clock. Two hours later it was shaking the last vestiges of autumn leaves from the trees of Eattery Park and making scapsubs in the hay. It blew its worst-forty-eight miles—at 5:30 o'clock, and strewed the streets in the neighborhood of windy corners with broken umbrellas and hats.

To-day and to-morrow the incoming steamships will be battling with the storm, which they will meet, probably, off the Banks of Newfoundland.

### THREATENING THE ARONSONS. A Crank Who Demands Money as the Price of Peace.

A shabbily dressed crank has haunted the office of the New York Concert Company in the Casino for weeks, and has threatened violence o Manager Rudolph Aronson and his brother He said his name was Spritz, and he claims to be a distant relative of Manager Aronson. Yesterday he was loltering about the theatre

when Mr. Albert Aronson arrived. He de-

"do up" Mr. Aronson If his demand wash heeded.

He had been ejected from the theatre many times before, and Mr. Aronson called a policeman, who took the crank down Broadway. He didn't arrest him.

It was said at the theatre last night that none of the Aronsons knew the crank and they dony relationship to him. They have had him sentaway to a charitable institution on three different occasions in the past year.

## KRAUSE INDICTED, TOO.

#### But He Says that McGlory Had Ousted Him by Main Force.

Frederick Krause, who until lately was the ostensible proprietor and licensee of Billy McGlory's dive, the Irving Hotel, surrendered himself yesterday at the District Attorney's office and gave ball. He had learned that the office and gave bail. He had learned that the Grand Jury had indicted him jointly with Billy McGiory for keeping a house of ill fame. Krause said that Billy McGiory had ousted him from the proprietorship of the Irving Hotel last spring, and assaulted him so savagely that he was laid up at home for three months. When he was able to go to the Irving Hotel again he found that the license that had been in his name had been revoked, and that McGiory had taken complete possession. He intends to ask the District Attorney to Indict McGiory and McGiory's barienders for perjury. In asserting that Krause was the proprietor.

"Innoceuce Abroad" for Christmas I
The Game of "Innoceuce Abroad" is full of fun I
suited for all ages! Played on beautful folding Board
Comes in handsome box with utensils. It is novel and
exciting! It costs \$1.25. It Makes Home Happy — Ads.

### FOUR TRAINS IN ONE WRECK.

SWIFT SUCCESSION OF COLLISIONS ON THE NEW ENGLAND ROAD.

Two Freight Trains Come Together, and a Moment Later the Long Island Express Bashes Into the Wreek, Quickly Followed by the Norwick Boat Train-Two Trainmen Killed and a Passenger Burned to Death to One of the Sleepers.

PROVIDENCE, Dec. 4.-Three men killed, four or more seriously injured two of whom may the coaches of two passenger trains destroyed -this is the result of one of the worst a dents the New York and New England road has experienced in the last few years.

The disaster occurred at 6:45 o'clock this morning at the little station of East Thompson, seven miles east of Putnam. There is no village in the immediate vicinity, and the place is one of the lonellest spots in central New England. It is merely a junction of the Short Southbridge branch of the road with the main line. The accident was singular, involving as it did the wrecking of four trains within five minutes. It all came about primarily through an east-bound train's runing on a west-bound track without proper notification to the telegraph offices ahead. The dense fog no doubt nided in causing the

The wrecked trains were a local freight, a through Boston freight, the Long Island and Eastern States express, and the New York boat train from Norwich. The coaches of the Long Island express suffered most, for the train first ran into the wreck of the two freight trains and was then partly telescoped by the boat train. There were but twelve passengers on the express and all but one escaped. His name is unknown. He was burned with the Pullman vestibule car Midland. His watch is intact, but only a few hones scattered man.

KILLED. Harry Tabor, engineer of the Long Island express. Tabor's fireman, Jerry Fitzgerald. An unknown man in the sleeper Midland.

INJURED. Engineer Wild of night freight 212, east bound; seriously.

Fireman Boyce, also of the night freight: neer Hurley and Fireman Lowden of A man named Chandler of Chestnut Hill. Boston.
Express Messenger Marshall of the boat ex-press; shoulder injured.
Baggage Master Chase of the boat train.

Baggage Master Chase of the boat train.

About 6% o'clock the Southbridge freight, in charge of Fred Sibly of East Thompson, pulled out of the car house on the west-bound track, having the right of way, preparatory to, making up for Southbridge. The regular east-bound freight for Boston was due to pass on the other track. There is a curve at this point, and the down grade makes it one of the fastost places on the line.

The fog was so thic k one could scarcely see a train's length ahead. The Southbridge freight was either standing still or moving very slowly when, without warning, a train shot through the fog around the curve and crushed into it. The engines struck head on, raisedup and fell over on their sides, battered masses of iron, from which arose clouds of steam.

The trainmen of the east-bound Eastern

raisedup and fell over on their sides, battered masses of iron, from which arose clouds of steam.

The trainmen of the east-bound Boston freight said later that on account of the fact that the Norwich boat train and the Long Island express were both overdue they had received orders at Putaam to proceed east on the west-bound track. However that may be the operator at East Thompson says he had received no notification of the fact.

The wrecked engines and cars lay over both the east bound and the west bound tracks. The trainmen had scarcely got to their feet, after being thrown down by the shock, when a screech of a locomotive warned them of the coming of enother train. There was no time for action before the train dashed into the pile of wreckage on the track. It was the Long Island express. Harry Tabor, the engineer, must have seen the obstruction, for he reversed his engine. It was his last act, for the engine fell over among the other wreckage, and both Tabor and his fireman, Jerry Fitzgernid, were instantly killed.

instantly killed.
The cars of the Long Island express—a bag

The cars of the Long Island express—a bag gage car, a smoker, a passenger coach, and the Pullman's Midland and Cato—did not leave the track. The passengers and crew immedi-ately ran out, all but one. The Midland had four passengers, and after the shock they all started for the doors. Three got out, but the ately ran out, all but one. The Midland had four passengers and after the shock they all started for the doors. Three get out, but the fourth turned back, for what reason nobody seem to know.

He had not got far when there was another shriek of a locomotive whistle, and with an awful crash the fast boat train piled itself on to tife coaches of the Long Island express, making a wreck the appearance of which is almost indescribable. It all happened within three minutes, certainly within five. Immediately after the last crash flames broke out from the Pullman vestibule Midland, which was about the centre of the wreck. There were only twenty-live or thirty passengers on the boat train. If there had been any great number on the Long Island express there would not have been time for all to escape, and many would have shared the fate of the single passenger who was burned with the Pullman, for the engine of the boat train went through the last car fully a third of its length.

The first outside aid to arrive was a shifting engine from Putnam with fire pails. Then came the regular 7:30 Putnam train and the Southbridge train. A special from Webster brought a steam fire engine, but it was fortyfive minutes before water could be found.

The work of clearing away the wreckage was begun at once, traffle being stopped on the road. The through noon trains, however, from Boston and New York were sent over the Providence division, and went through pretty nearly on time. The track was sufficiently clear in the afternoon to permit the passage of the "ghost" train, which left Boston at 3 o'clock.

Albert N. Armstrong of Millville, Mass., was a passenger on the boat train. He said:

The train was an hour late, and waited four

the "ghost" train, which left Boston at 3 o'clock.

Albert N. Armstrong of Millville, Mass., was a passenger on the boat train. He said:

"The train was an hour late, and waited four or five minutes at Putnam to permit the Long Island express to pass, as that train makes no stops between Putnam and Boston, while the boat train makes several. Ordinarily the boat train goes ahead of the express, being due in Boston ten minutes earlier. A man had started back to fing the boat train, and the engineer when within a hundred feet of the wr ck caught sight of him. He had just time to reverse the engine, put on the air brakes, and jump for his life. The fireman jumped too. I was asleen in the rear car, the train consisting of an express car, smoker, and one coach, besides the engine and tender. I was awakened by being thrown violently forward from my seat. I left the car and found Engineer Hurley of the boat train lying beside the track. I was carrying Hurley to a bank near by when a woman screamed that there was an awful wreck shead. I looked up and saw a terrible sight. The engine of our train had struck the Pullman sleeper and gone part way through it. The tender of the boat train had telescoped back into the express car, and all about was a confused mass of wreckage from which rose a cloud of steam. Fire began to break out from the centre of the Pullman, and, hearing that some passengers were still inside, another man and myself made repeated efforts to enter, but were aimost stified each time by the smoke. Passengers on the Midland could not account for one man, a smart-appearing young fellow of about 25 years. One of the Midland's passengers escaped through the window. All was sengers on the Midland could not account for one man, a smart-appearing young fellow of about 25 years. One of the Midland's passengers escaped through the window. All was sengers on the Midland could not account for one man, a smart-appearing young fellow of about 25 years. One of the Midland's passengers on the Midland's passengers on the

number of packages were saved from the express car.

"The west-hound freight consisted of five cars loaded with brick and apples. They were damaged by fire. Two of the engines were in the midst of the fiames. Three or four box cars of the east-bound freight, filled with cotton, rags, &c., were also destroyed by the fiames. The tracks were torn up for a distance of 1,000 feet. The bodies of the dead men were taken in charge by the authorities. Four of the injured persons were taken to the house of a clergyman a short distance away and attended by physicians from Webster."

ster."

Fireman Boyce and Engineer Wild were taken to the Massachusetts Hospital in Boston later in the day. Engineer Tabor's head was severed from his body, and lay beside it on the track. It is said that he was a substitute engineer, and made this run for the first time.

The steamboat train is the Boston con-nection of the Norwich line. The big steamers which leave Pier 40, North River, every even-ing at 5 o'clock land their passengers at New London. The steamboat train is scheduled to

leave New London for Norwich. Worcester, Boston, and eastern points at 3:30 A. M.

The City of Worcester was the boat which made the trip on Thursday night. She left her pier in this city an hour late with a long list of passengers and a heavy cargo of freight.

The Long Island and Boston Express left Long Island City and Brooklyn at 11 o'clock on Thursday night. It took the New England tracks at Hawleyville, Conn. and was due in Boston at 8 o'clock yesterday morning.

FIFTREN IN THE BUINS.

Nine Workmen Killed and Many Injured by

Sr. Paul. Dec. 4.—The most horrible accident that ever occurred in St. Paul took place shortly after 10 o'clock this morning, when the centre wall of the west section of the burned Shepard building, recently occupied by Farwell, Ozmun & Kirk, fell in, burying the workmen beneath the ruins. There were suppose to have been fifteen men beneath the wall when it fell, and the majority of them were

killed or received mortal injuries. The patrol wagons in the city were sum-moned at once, and the laborers who were not under the wall were set to work excavating the ruins. In less than half an hour they had taken out ten men. five of whom were dead, and five injured, one so severely that the physicians at the scene stated that he could no live until he reached the hospital. Later the contractor, Wilcox, was taken out dead, his

body being mangled beyond recognition.

The wounded were taken to the city hospital in the patrol wagons, and the dead were laid out in the Great Northern freight house. Hundreds of persons, including many of the workmen, viewed the bodies.

Lauer, the foreman of the gang, was about the building, but was frantic with grief and excite-ment and could not tell the names of any of the men, though he knew them all. Neither could be tell the exact number of men under

the wall when it fell.

The cause of the accident was that the wall. which was much weakened by the fire, became top heavy from the large amount of débris removed from the bottom and fell under its own weight. For some time it has been considered dangerous by people who frequented the pronounced it sound, and the men continued to work without fear of accident.

There were no groans or cries from the in-jured as the poor fellows were extricated from the ruins. Not one had retained conscious ness. Dr. Murphy took charge of the dead and wounded, and the latter were cared for under his direction until they reached the hospital. The majority of the men were under the south side of the wall, and here the heaviest part of the wall fell. Only two were taken out from

the north side.

At 2:45 two more of the men who were rescued died. Building Inspector Johnson was seen for a moment. He said: "I examined the walls after the fire, and thought they were solid. My opinion is that the removal of the débris and excavation from the base, together with the sudden changes of heat and cold, precipitated the fall."

## THE MOTHER MEANT TO KILL

She Pounded a Brute who Assaulted Her Child and He Muy Die,

COBTLAND, Dec. 4 .- It is feared that Hiram Baker, who is now locked up in the county jail, cannot live. He was arrested last night for of Mrs. Alice Sullivan. He had entired the girl into a shed and locked the door. The mother broke the door in and attacked Baker. beating him with a club and stones until he became insensible. His head and face are covered with cuts and bruises.

raigned in court this morning, but was unable to appear. Dr. Dana certifying that his condition would not permit him to be moved. Mrs. Sullivan is 28. She says she was determined to kill Baker had she not been stopped. Her action is universally approved by the people. Baker was addicted to drink.

Nellie Glover Tries to Brown Herself Nellie Glover, aged 17 years, of 225 Academy street, Newark, attempted to end her life late yesterday afternoon by jumping into the Morris Canal. She recently lost her employ-ment and she could get nothing else to do. Her parents are partly dependent upon her earnings. She was rescued from the canal by

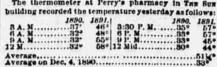
#### a policeman. The Wenther

The storm was central yesterday morning in the Lake Superior region, moving northeastward into Canada, and was last night in the Canadian provinces. It be-came very severe, its influence being felt from the Tensessee Valley to Canada and from the Dakotas to the Atlantic, the winds attaining a velocity of from forty to fifty miles an hour in the lake regions, the middle Atlantic, and New England coasts, with considerable fog. The barometer recorded its lowest pressure in this city at 5:30 P. M., when the wind had a velocity of forty-eight miles an hour, blowing from the southeast. Heavy rain fell in all the district east of Lake Michi gan, and snow to the westward through Minnesota and the Dakotas, and at night in the lake regions. Decidedly warmer weather prevailed in the Atlantic States during the day. The temperature was 13° above the mean for the day. Much colder weather follows the storm and over-

spreads the country. To-day the temperature in this neighborhood should be close to freezing point. The tion, as a second depression is already forming in the Northwest that will cause a rise of temperature and

cut off the progress of any severe cold.

The day was generally fair until the afternoon, when the rain fell heavily between 3 and 8 P. M. Total rainfall, 45 of an inch; highest official temperature, 50°; lowest, 44°; average humidity, 72 per cent. The wind changed from southeast to southwest at night and became colder. The thermometer at Perry's pharmacy in Tax See



LOCAL FORECAST TILL S F. M. SATURDAY.
For southeastern New York (including Long Island),
also for western Connecticut and northern New Jersey, fair, colder; southwesterly winds.

WASHINGTON PORECAST TILL S P. M. SATURDAY, For easiers New York, easiers Pennsylvania, New Jersey Delawars, Maryland, and Virginia, cooler, fair, morthwa winde Saturdoy; slightly warmer and probably fair Sunday. For West Virginia, fair; southwest winds; stationary temperature.
For western New York, fair, clearing on the lakes:

older; west winds. For western Pennsylvania, generally fair; west winds; slightly cooler. For Naine, New Hampsbire, and Vermont, threatening weather and rain; south shifting to west winds;

colder by Sunday morning.

For Massachusetta Rhode Island, and Connecticut. rain to night; generally fair during Saturday; slightly colder by Sunday morning; brisk to high west winds. WEATHER CONDITIONS AND GENERAL FORECAST.

The centre of disturbance has apparently moved northeast of Lake Superior, where the barometer con-

tinues unusually low. Severe gales continue in the lake regions, and have prevailed on the Atlantic coast north of Savannah, the winds having shifted to westerly with clearing weather, except in New England. The winds cicaring weather, except in New England. The winds have been unusually high at the interior stations east of the Mississippi, and some damage must have resulted from severe local storms in the Ohio Valley and middle Atlantic States. The weather is generally clear and colder throughout the central valleys; it is warmer on the Atlantic coast and generally warmer at Rocky Mountain stations. The indications are that fair and slightly colder weather will prevail on the Atlantic coast Saturday, the weather clearing in courters. coast Saturday, the weather clearing in southern New England during the night. The temperature will rise slowly, with generally fair weather, in the South and middle Atlantic States Sunday.

The merita of Kabob chewing tobacco are manifold. Packed in its pouch it keeps moist to the last grain. The best fine-out. And packed as attractively and neatly that all must admire.—4de.

The latest stock quotations of the New York and Chicago Exchanges received and bulletined en route for the benefit of patrons of the New York Central Limited.

# WITH NITRO-GLYCERINE

A Madman Blows Up Russell Sage's Office.

BLOWN TO PIECES HIMSELF.

A Clerk Killed, Too, Many Men Hurt, and the Office Wrecked.

MR. SAGE ESCAPES, BUT NOT UNHURT

The Lunatic had Demanded \$1,250,000 Cash on Pale of Instant Death.

SAGE IDENTIFIES THE SEVERED HEAD.

Inspector Byrnes Takes the Fragment of a Man Up to the Millionaire's House.

It is Supposed that the Assassin was H. D. Wilson-He Got In by Pretending that He Came from Mr. Rockefeller-Mr. Sage's Own Account of the Meeting-Ho had been Threatened by Letter but He Thinks the Letters Came from Another Man-Who Wilson Is.

When a madman fired upon Dr. John Hall last Sunday afternoon, it was predicted, with the certainty of repeated experience, that the crime would be imitated shortly. Yesterday afternoon another madman attempted the life of Russell Sage, at the risk of destroying himself, destroying the great office building at 71 Broadway, and destroying more than 200 persons who were busy within its walls. John George Roth falled to harm any one. But H. D. Wilson, whose weapon appears to have been a nitro-glycerine plished his own death and the death of at least one other, inflicted wounds more or less grave upon many persons, his intended victim among them, and partly wrecked the building. He himself was blown to pieces, but his head was hardly disfigured. Inspector Byrnes took the head up to Mr. Sage's house in Fifth avenue last night and Mr. Sage identified it.

Mr. Russell Sage, as has been often told of him and other millionaires, is constantly getting letters from cranks of all descriptions. demanding greavor small sums of money, and the demands are often accompanied by threats. Within the last month he has received four letters from one crank signing himself "J. D. Walsh." These letters have set forth that Mr. Walsh was on the eye of marriage with the widows of Alderman Monhelmer and Gen. Spinola, two of the holders of the disputed Standard Gas stock. Mr. Walsh said that in



RUSSELL SAGE. order that this marriage might be accom plished it was necessary that he have \$1,200,-000. He said that Mr. Sage or Mr. Gould or both must furnish this money or take the consequences. Mr. Sage kept these letters as curiosities, but attached no more importance to them than did Dr. Hall to John George loth's letter, promising him death. He does believe now that "Walsh" and Wilson were

the same. Yesterday Mr. Sage, whose office windows

on the second floor of the Arcade building. Broadway and Rector street, look north across Rector street into Trinity Church yard, had an appointment with Mr. Charles E. James, a broker at 7 Nassau street, for 12 o'clock. Mr. James arrived on time. He en tered the little waiting room outside the general office of Mr. Sage, passed through the door in the glass and wood partition, and was ushered into Mr. Sage's private office, which opens into the general office. He had paused for a moment in the little waiting room, and had noticed, in a careless way, a man sitting in the small seat with a little black hand satchel on his knees. There was nothing remarkable in this man's appearance. He wore silk hat. He had a light brown beard. He was respectably dressed, and his black over-coat was buttoned tight.

### MEN WHO WERE THERE. Mr. James stood in Mr. Sage's private office

looking out into the churchyard. A young clerk from W. M. Imbrie & Co. of 56 Broadwa came into the little waiting room. This clerk, whose name is Frank Robertson, had in his hand a certified check for \$0,000 with which he proposed to settle a transaction in C. B. and Q. stock. He announced his business through one of the three little holes in the glass upper part of the partition and then sat down to wait until Col. Joseph J. Slocum, Mr. Sage's brotherin-law and cashier, could attend to him. He too, noticed the man with the hand satchel who was sitting not far away from him.

Mr. Sage was a little late for his appoint. nent. At about 12:07 o'clock he came into the little waiting room-tall, lean, white haired, smooth shaven, and a bit stooped. He passed at once through the door in the parti tion, stopped a moment or two in the general office to speak to Col. Slocum, and then went into his private office to greet Mr. James.

Mr. Sage had three offices, separated by par-titions of lath and plastering. The general office had two of the little windows opening through the glass and wood partitions into the waiting room, the bookkeeper's office had the third hole. At 12:15 o'clook there were in Mr. Sage's private office Mr. Sage and Mr. James. In his general office were Col. Slocum, Mr. B. F. Norton, a clerk; Mr. P. J Menzie, the stenographer: Mr. W. R. Laidlaw, a clerk for John Bloodgood & Co., bankers at 15 Broad street. In the bookkeeper's room was the bookkeeper. Mr. Charles W. Osborne, sitting at a desk just under the little window in the waiting room. In the waiting room were Frank Robertson and the man with the

Soon after Mr. Sage had gone into his private office the man with the hand satchel arose and walked to the window nearly opposite the door into the hallway. Mr. Menzie saw him, got up from the typewriting machine, which was near the window, and came over to inquire his business.

"\$1,250,000 OR I BLOW YOU UP." "Will you tell Mr. Sage that a gentleman with a letter from Mr. Rockefeller wishes to see him?" said the man with the hand satchel Mr. Menzie walked into the private office where Mr. Sage was just entering upon his business with Mr. James, and delivered the

"Just excuse me a moment." said Mr. Sage to Mr. James, who was now sitting beside his

Mr. Sage stepped out into the general office. opened the door in the partition, and smiled pleasantly at the man with the hand satchel. The man, still holding the satchel in his right band, unbuttoned his overcoat and his under-coat, and drew from an inside pocket a long envelope, which he handed to Mr. Sage. Mr. Sage took from the envelope a type-written document of some length. It set forth in a wild and rambling way that unless ar. Bage at once gave the bearerof it \$1,250,000 the whole building would be blown to atoms with a dyn-

amite bomb.

Mr. Sage looked up from his reading once. and saw the queer, gray eyes of the man fixed upon him. He followed his usual custom of humoring such insane individuals, and looked the document over carefully. Then he slowly folded it, and put it back in the envelope. He extended this toward the man, who took it and put it in his inside coat pocket again. Mr. Sage smiled cordially and rather dep

recatingly at the man with the hand satchel "It would take some time for me to collect

so much money as that."

his ears and cheeks, and stained his hands

and cuffs as he wiped it away.

Detective-Sergeants McCluskey and Crowley. who were walking along Rector street when the explosion sounded, rushed into the build-ing with Policeman Hummell. They found Mr. Sage standing covered with dust and blood. Hummell helped him down the stairs. where Lawyer Gardiner came to his assistance. The two men helped him across the street to O'Connell's drug store, 82% Broadway, which now began to assume the appearance of a hos-

PRICE TWO CENTS.

hital.

Mr. Sage gathered together his senses and began to tell a little about the explosion as the physicians and drug clerks attended to his wounds, which were not serious, though they bled so profusely.

COL SLOCUM HAD NO TIME TO BE ARRESTED Then two men led in Col. Slocum. The detective Sergeants had found Col. Slocum instrushing out of the wrecked rooms. They had arrested him as the thrower of the bomb!

"Don't stop me." said he. "I'm, Col. Slocum. Russell Sage's brother-in-law, and not the bomb thrower. He wore a hight hat.

Col. Slocum stopped in the drug store just long enough to put a hit of absorbent cotton against the worst cut in his head before he crowd and the cordon of police to look to the securities in the offices. As he went, Russell Sage said: "The man who did it can be recognized by a document in his pocket."

CLEABING UP THE WHECK.

In addition to the police, headed by Capt.
McLoughlin, Inspector Steers and Inspector
Byrnes, fire companies and ambulance corps
had arrived. Ambulances came from the
Chambers Street Hospital, the New York Hospital, the Gouverneur Hospital, and St. Vincent's. The firemen and police attacked the
wrecked rooms.

All the hallways and stairways were strews
with laths and plastering. Window panes had
burst, furniture was upset, and clocks had
stopped all over the building. The time of the
explosion was 12:22. The first floor under the
wrecked offices was unoccupied and has been CLEARING UP THE WIECK.



THE PRIVATE AND GENERAL OFFICES AFTER THE WRECK.

"I must have it at once," said the man, samestly rather than flercely, advancing a bit nearer to the open door of the partition in which Mr. Sage was standing, and he went on to rehearse the statements set forth in the doc-

At just this time, when nobody was paying

earnestly addressing him. Col. Slocum was rising from his desk with 100 shares of C., B. and Q. stock in his right hand. Hr. Norton was standing by the window. Mn. Monzie was at the side of Col. Slocum's desk, and young Robertson was sitting at the end of the anteroom furthest from Mr. Sage and the man with the satchel. It was 12:19 o'clock.

Mr. Sage bowed and smiled, and, half closing the partition door, began a slow retreat. Rob-ertson, looking at the man with the satchel, saw him take some bright object from the outside pocket of his overcoat. Then he saw the satchel drop to the floor, just at the feet of the man who had been holding it.

AN EXPLOSION THAT SHOOT THE STREET When the satchel touched the floor a tremendous explosion came. The floor sank, the cell ing tottered, partitions burst and fell. Where there had been the well ordered, handsomely furnished offices there was a wild wreck and chaos with shricks of "Murder!" ringing through it. The building shivered, glass crashed, the street outside trembled, and a deep, dull boom, like the confined explosion of hundred cannon, rolled up the island to be



DIRECTORS' ROOM OF THE WANHATTAN RATIONAL At the shock and sound of the explosion the crowds on Broadway stood paralyzed with astonishment. Those opposite Trinky Church yard looked toward the north side of the Arcade building and saw glass, plastering, laths, and bits of furniture shoot from the windows of the second-stony offices to land in the street below. They saw also the rolled-up body of a man shoot out with this mass of débris to crash and unroll at the edge of the sidewalk It was the body of Norton, who had been standing by the window as the bomb was dropped. PANIC IN THE BUILDING.

Before anybody could move Mr. Sage appeared at one of the windows, Col. Slocum at another, and Mr. James at the third. Mr. sage seemed about to jump out, but as people called to him from the street, he stepped from the window sill back into the wrecked rooms When Policeman Hummell tried to make his way into the first entrance of the building he was halted and driven back by the stream of frantic tenants rushing from the building with lothing powdered by the plaster dust and faces paled by fright. They were shouting and screaming as they darted into the street. As soon as the first paralysis was over, from every direction there came vast prowds of men. until Broadway was packed for three blocks in either direction by a multitude that pushed this way and that with uncontrollable strength, seeking the cause of the earthquake and explosion. Scores of men rushed for the fire box, and an alarm was sent in. The police began to swarm at the outer

edge of the crowd and to beat their way toward the blocked entrance to the Aroade building. Meanwhile in the wrecked rooms those who were not dead or unconscious began to look about for a way of escape. Col. Blocum and Mr. Sage walked into the private office, where Mr. James, thrown half stunned to the floor by part of the bursted partition, had risen to his feet and was looking dazedly about him.

MR. SAGE HELPED OUT.

"Which way can we get out?" said Mr. Sage His clothes hung from him in ribbons. His hands were burned. His face was covered with blood and white plaster dust, and his white hair was matted with blood and dust. Col. Slocum, almost beside himself, was also

unoccupied since Jan. 1. when the Union Trust Company moved out. The bomb had form a hole through the ceiling and the floor was littered, the plastering nearly all fall-in from ceiling and walls, and the windows were, many of them, burst out.

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The main hallway of the second floor was choked with döbris flung from the wrocked offices. The firemen got through this and came upon the central scene of death and disaster. In Russell Sage's offices the plastering had been torn from the outer walls, the lath and plaster partitions had been almost disintegrated, the big safe had toppled with the sagged floor, and the small safe had been turned over and turns open. Its centents were stream over the wrock of furniture, papers, and sooks, and police and firemen ruked into a heap over \$1.000,000 worth of stocks and bonds.

REMNANTS OF THE BOME.

REMNANTS OF THE BOMB.

In the floor close to the partition, where the bomb had struck, a jagged hole about 2½ feet in diameter was torn, and toward the edges of this the rest of the floor sloped. On the ceiling above this hole was a great spattering of blood, in the centre of which were stuck two or three bits from the shell of the bomb. They

THE ROOM UNDER MR. BAGE'S OFFICES. were pieces of galvanized iron wire, such as is commonly used by telegraph companies. They were about three inches long and were bent down at the ends, whicher by the explosion or by the bemb maker it was impossible to tell.

THE HEAD OF THE BOMB THROWER. THE HEAD OF THE BOMB THROWER.

The ceiling just inside the private office was spattered with blood, as were the walls and some parts of the disrupted partitions. To the right of this hole in the floor lay the head and neck of a man, ripped from the trunk, and singed and burned and scarred.

A little further away lay a heap of riddled and fattered cloth, mixed with bits of flesh, members, intestines, and shreds of skin, Afterward, in a far corner, they found a hand rent from the arm, a part of the trunk, and a leg with a torn black stocking hanging to it. These things were gathered together and cast into a fireman's net. They were the romnants of the man who had dropped the bomb. It had fallen just at his feet and had torn him almost into shreds.

CARING FOR THE INJURED.

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Caring for the insured.

But before this was done the living persons yet in the wreck and the man who had been hurled to the street were looked after. The latter, B. F. Norton, was picked up and put in an ambulance and taken to the Chambers Street Hospital, where he died at 1:30 o'clock.

The next man they came upon was young Frank Robertson, crushed against the hall wall of the office. He was conscious and had been shouting "Murder!" until faintness subdued his voice to groans. He also was got to the Chambers Street Hospital.

Then they found W. R. Laidlaw, who was just leaving the office. He also was unconscious, covered with blood, and half hidden under plastering and laths. Mr. Menzie, the stenographer, had been flung against the partition of the bookkeeper's office, had got out with Mr. Bage and Col. Slocum, and after having his scalp wounds attended to went home to Brooklyn.

In the bookkeeper's room they found Mr. Osborne, unconscious, bleeding, with a fractured skull and with his neck torn by the glass of the partition near which he was sitting. They took him to the Chambers Street Hospital, where he is at the point of death.

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ONLY THE ASSASSIN DEAD IN THE BOOM.

When all these persons had been accounted for, they still searched on. The long black stocking on the part of a leg found in a far corner, suggested to the searchers that a woman's body lay somewhere or was scattered about like the body of the bomb thrower. But as soon as they found the thigh of the bomb thrower with a similar leg and stocking attached, the idea of a woman being there was abandoned.

The police were soon put on guard in the dismantied offices to see that no person carried away any valuables. Col. Slocum, rushing from the drug store holding the absorbent cotton to his face, helped the police gather up the manifa envelopes containing the securities, and then, assisted by Broker Bridges, carried a lot of them over to the drug store and put them in the carriage with Mr. Sage.

MR. SAGE TAREN HOME.

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Mr. SAGE TAKEN HOME.

The news of the wreck was almost immediately telephoned to Mr. Jay Gould, who sent word to Dr. Munn. Dr. Munn arrived at the drug store speedily, and accompanied Mr. Sage and Lawyer Gardiner and the securities to Mr. Sage's home. Col. Slocum, after his wounds were dressed, went over to the Manhattan Railway offices to see to some business that was too pressing to be put off.

The police for a long time labored with the wast crowd in vain. The streets were blocked.